4901206

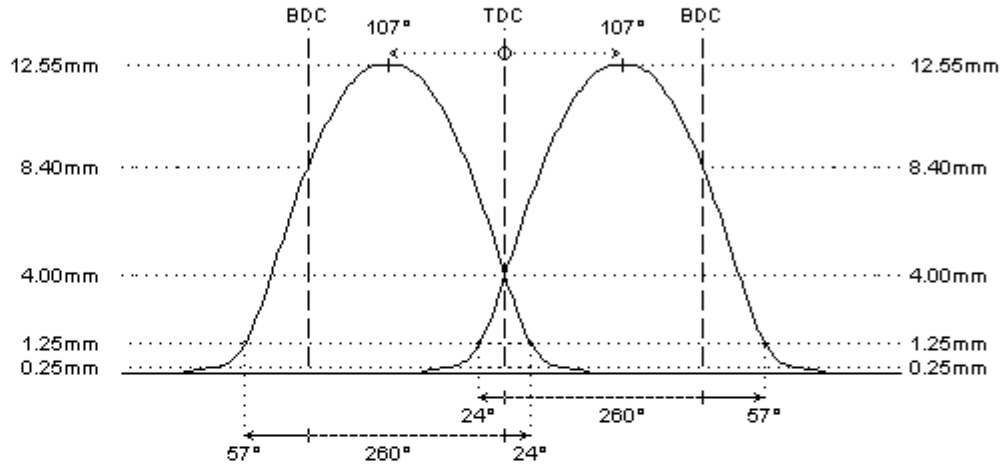
tarmac rally - race

Citroën TU5JP

I-4cyl 1.6L 8v SOHC (RPR/RPR)

	intake	exhaust
camshaft data:		
lash ramp	: 0.25mm	0.25mm
duration @ 0.1mm	: 299°	299°
duration @ 1.0mm	: 261°	261°
valve lift	: 12.55mm	12.55mm
cam lift	: 7.15mm	7.15mm
lobe angle	: 107°	107°
timing @ 1.0mm	: 24° / 57°	57° / 24°
valve lift @ TDC	: 4.00mm	4.00mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: **PAC-S10011**	: **PAC-S10011**
interior spring		
fitted load / length	: 37kg @ 37.5mm	: 37kg @ 37.5mm
max. load / lift	: 100kg @ 12.5mm	: 100kg @ 12.5mm

REMARKS :



REMARKS :

\# In the TU roller engine, at least two different O.E.M. Camshaft types are being used:
1/ 27,65mm base circle - 5,90mm cam lift
2/ 30,00mm base circle - 5,25mm cam lift
When ordering, please indicate the type of camshaft of your engine.
For camshafts with higher cam lift, the base diameter is reduced to slide through the bearings during installation

\# FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
- the camshafs must turn smooth in the cylinderhead, provide free travel by machining where needed
- distance between valve seal and retainer at full lift must be 0.6mm at least
- minimum valve spring travel of 1.0mm at full lift must be provided
- distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake

\# ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors